

CLAIMS AS PRESENTED ON PRELIMINARY AMENDMENT

Claims 1-6 (canceled)

Claim 7 (added):

7. A vertical take-off landing hovercraft comprising:
a fuselage arranged with respect to a longitudinal axis in a horizontal plane thereof
and a vertical axis normal to the horizontal plane;
at least one air thrust engine mounted with said fuselage having an impeller rotor
formed with impeller blades arranged in a plane around a central hub with their ends fixed to an
annular impeller disk rotatable about its rotational axis to propel a downward flow of air to
provide lift to the hovercraft, a magnetic bearing system for suspending the impeller rotor in its
mounting with said fuselage, and a magnetic induction drive formed with a ring of magnetic
induction actuators positioned proximate said impeller disk for driving the impeller disk in
rotation by magnetic induction,
wherein said at least one air thrust engine is mounted with said fuselage with the
rotational axis of its impeller rotor aligned with the vertical axis of said fuselage to provide
vertical lift for the hovercraft;
a vane assembly located below said air thrust engine for directing at least a part of
the downward flow of air at an angle to the vertical axis to provide a horizontal thrust component
for steering the hovercraft in horizontal flight; and
an electric power supply carried in said fuselage for supplying electric power to
said magnetic induction drive for driving said at least one impeller rotor.

Claim 8 (added):

8. A vertical take-off landing hovercraft according to Claim 7, having one
thrust engine positioned in the center of said fuselage and formed with a series of impeller rotors

contained in a shroud and delivering a flow of air through a thrust-flow channel in a bottom part of the fuselage.

Claim 9 (added):

9. A vertical take-off landing hovercraft according to Claim 8, wherein said fuselage has a toroidal shaped main body.

Claim 10 (added):

10. A vertical take-off landing hovercraft according to Claim 7, wherein a cargo area is provided in a lower part of said fuselage.

Claim 11 (added):

11. A vertical take-off landing hovercraft according to Claim 7, wherein a landing gear is provided extending from a lower part of said fuselage.

Claim 12 (added):

12. A vertical take-off landing hovercraft according to Claim 7, wherein said landing gear is formed with at least three spaced struts having landing wheels.

Claim 13 (added):

13. A vertical take-off landing hovercraft according to Claim 7, wherein said fuselage is provided with external airflow fins arranged in a balanced configuration about the longitudinal axis for forward flight.

Claim 14 (added):

14. A vertical take-off landing hovercraft according to Claim 13, wherein said fins include steering rudders.

Claim 15 (added):

15. A vertical take-off landing hovercraft according to Claim 7, wherein said electric power supply is provided with batteries.

Claim 16 (added):

16. A vertical take-off landing hovercraft according to Claim 7, wherein said electric power supply includes a battery charger.

Claim 17 (added):

17. A vertical take-off landing hovercraft according to Claim 7, wherein said air thrust engine is operated by control algorithms to control the driving of its impeller rotor.

Claim 18 (added):

18. A vertical take-off landing hovercraft according to Claim 7, adapted for manned flight, wherein a cockpit is provided at an upper part of said fuselage.

Claim 19 (added):

19. A vertical take-off landing hovercraft according to Claim 7, comprising two air thrust engines arranged fore and aft along the longitudinal axis of said fuselage.

Claim 20 (added):

20. A vertical take-off landing hovercraft according to Claim 19, adapted for manned flight as a hoverbike, wherein a seat and handlebar flight control assembly is provided at an upper part of said fuselage.

Claim 21 (added):

21. A vertical take-off landing hovercraft according to Claim 19, wherein a cockpit is provided on an upper part and/or a lower part of said fuselage.

Claim 22 (added):

22. A vertical take-off landing hovercraft according to Claim 7, comprising three air thrust engines, one being arranged fore along the longitudinal axis of said fuselage, and two others being spaced apart in symmetric configuration on each side of the longitudinal axis aft of said fuselage.

Claim 23 (added):

23. A vertical take-off landing hovercraft according to Claim 7, comprising four air thrust engines, two being arranged fore and aft along the longitudinal axis of said fuselage, and two others being spaced apart in symmetric configuration on each side of the longitudinal axis in a mid-section of said fuselage.

Claim 24 (added):

24. A vertical take-off landing hovercraft according to Claim 7, comprising five air thrust engines, two being arranged fore spaced apart in symmetric configuration on each side of the longitudinal axis, two others being spaced apart in symmetric configuration on each side of the longitudinal axis in a mid-section of said fuselage, and one other being arranged aft of the longitudinal axis of said fuselage.

Claim 25 (added):

25. An air thrust engine for powering a vehicle in flight having an impeller rotor formed with impeller blades arranged in a plane around a central hub with their ends fixed to an annular impeller disk rotatable about its rotational axis to propel a downward flow of air to provide lift to the hovercraft, a magnetic bearing system for suspending the impeller rotor in its mounting with said fuselage, and a magnetic induction drive formed with a ring of magnetic induction actuators positioned proximate said impeller disk for driving the impeller disk in rotation by magnetic induction.

Claim 26 (added):

26. An air thrust engine according to Claim 25, further comprising a vane assembly located downstream of its flow of air for directing at least a part of the flow of air at an angle to the rotational axis to provide an angled thrust component for steering the vehicle in flight.